

GREAT FIELD FOR NEW YORK DERBY

Mercur Company Returns to Game with Eddie Pullen and Glover Ruckstell as Pilots.

HARKNESS TO DRIVE DELAGE

Twenty-eight drivers are entered in the big 500-mile automobile derby to be held on the new Sheepshead Bay speedway in New York, October 2. Of this number, nine will pilot foreign machines.

The feature of the announcement of entries is the word that Harry S. Harkness will pilot a Delage car. Harkness is the son of the late L. V. Harkness, Standard Oil magnate, and was formerly a noted amateur driver.

Another announcement is that the Mercur company will be back in the game. It has been a year since the Mercur people have been actively engaged in the racing game and their return is hailed with glee by speed enthusiasts.

Eddie Pullen, 1914 road racing champion, will pilot one of the mounts and Glover Ruckstell the other. The Mercur has always been among the leading American concerns in the racing game and until this year seldom has a race been held without a Mercur car landing in the money.

Another great driver who will return to the game in New York is Johnny Aitken. Johnny will pilot a Peugeot. There will be four other Peugeots in the race, piloted by Darro Resta, Howard Wilson, Ralph Mulford and Bob Burman.

Resta, Pullen, Cooper, who will tool a Blutz, and Eddie Rickenbacher are all present favorites in the race. The entry list is as follows:

- Darro Resta, Peugeot, French.
- Johnny Aitken, Peugeot, French.
- Howard Wilson, Peugeot, French.
- Bob Burman, Peugeot, French.
- Ralph Mulford, Peugeot, French.
- Ralph De Palma, Mercedes, German.
- Harney Oldfield, Delage, French.
- Harry Harkness, Delage, French.
- Bob Moore, Sunbeam, English.
- Eddie Pullen, Mercer, American.
- Glover Ruckstell, Mercer, American.
- Eddie Rickenbacher, Maxwell, American.
- Earl Cooper, Stutz, American.
- Bill Anderson, Stutz, American.
- Jean Porporato, Porter-Knight, American.
- Eddie O'Donnell, Deussenberg, American.
- Pete Henderson, Deussenberg, American.
- Ira Vall, Mulford Special, American.
- Tom Alley, Orren, American.
- Ora Halbe, Sebring, American.
- Grover Bergdoll, Erwin Special, American.

Louis Chevrolet, car not named. Driver not named, Stutz. Driver not named, Maxwell. Driver not named, Porter-Knight. Driver not named, Deussenberg.

All Watching for The 1916 Grant Car

W. T. Wilson of the W. T. Wilson Automobile company will exhibit this week 125 models, the Grant automobile. Considerable interest has been displayed in this new model and the factory has promised to turn out something novel, and well worth waiting for. Mr. Wilson says the car meets all the promises which the factory has made.

Gossip Along the Automobile Row

The Mitchell Motor company of Omaha is keeping pace with their factory, delivering the new Mitchell models as fast as the factory can ship them out. Three shifts of men are employed at Racine keeping the schedule of shipments sent in by the dealers August 1 filled. The new cars have made the same big lift in Nebraska they did in New York, the only difference being that our Nebraska people are more modest in their tastes than say New York, and are ordering the black wheels instead of the bright red. In New York City purchasers of the Sixteen Six Mitchell are demanding red wheels. Deliveries of the new Mitchells recently are to the following:

Klaus Kenke, Easting, Ia.; F. R. Anderson, Minden, Neb.; Joseph Maguire, Benson, Neb.; Edward Thimman, Murdoch, Neb.; Jurken Halling, Bennington, Neb.; Rev. S. L. Dowd, Omaha, Neb.; A. E. Hesson, Audubon, Ia.; Herman Heise, Bancroft, Neb.; Elmer Patterson, Malvern, Ia.; E. K. Crow, David City, Neb.; J. S. Davis, Sidney, Neb.; Father Ball, David City, Neb.; Florence Taxi company, Florence, Neb.; George Tollen, Fairbury, Neb.; Cass County Auto company, Atlantic, Ia.; Alfred Betts, Coon Rapids, Ia.; Sam Miller, Coon Rapids, Ia.; Carlisle, P. H. Beebe, Beebe, Iowa, Ia.; two carloads, Council Bluffs Auto company, Council Bluffs, Ia.; E. H. Neeka, Cambridge, Neb.; Sam Porter, Neola, Neb.; G. M. Long, Beemer, Neb.

Special arrangements to take care of deliveries occasioned by the large crowds that will visit Omaha during the Ak-Sar-Ben carnival have been made by the Oldsmobile Sales company, notice being received on Friday last that several more carloads of Oldsmobiles had left the factory with promises of further shipments to follow without delay. The factory has advised the distributors for this section that in order to accommodate them with these extra cars, it has been necessary for them to deprive some of their other branches, but appreciating the importance of this section as a consumer of automobiles, the manufacturers have deemed it wise to offer Omaha and vicinity the preference. Mr. Bromwell of the Oldsmobile Sales company says that he will guarantee to have cars here for all comers during carnival.

C. J. Corkhill of the Nebraska Haynes Auto company says his show room greatly resembles a bowling alley in some respects. "As soon as I get a few cars set on my floor for display some fellow who is anxious to get his car comes in and in a day or two the floor is as clear as a bowling alley after a strike has been made."

N. G. Manley, branch manager of the Meta company, has spent the past two weeks in the territory under the jurisdiction of the Omaha branch. Mr. Manley is very much pleased with the spirit of the dealers and believes that the west really represent a fertile market for automobiles.

J. M. Oppen of the Jones, Oppen company, who has recently identified himself with the Reo interests, says the Reo is met with more enthusiasm than any car he has ever sold.

Twenty of the agents in Nebraska who sell Firestone tires for automobiles left for Akron, O., Saturday over the Northwestern, where they will attend a family meeting.

Tuesday evening Charles Auerwald and members of his organization drove out three model "N" Hupmobiles, which are to be on display at the Gregory county state fair. The boys started out about 2 p. m., and intended to drive straight through without stopping.

W. L. Huffman spent the week in Sioux City, where the Tri-State fair is in progress. A carload of Hupmobiles of special models was rushed through, including a seven-passenger and an All Year touring car.

By far the most talked of automobiles at the Michigan state fair, which was in progress for two weeks, was the Hupmobile Sedan, the latest addition to the Hupmobile line.

A. O. Olson, local manager of the Pennsylvania Rubber company, recently announced his marriage to Miss V. Irene Mead of this city. Mr. and Mrs. Olson will start the last of the month upon a wedding trip through the west.

The principal lubricating mediums commonly used are fluid oil and semi-fluid oils and greases derived from both mineral and animal sources. Graphite, one of the most important lubricants known, is a form of crystalline carbon. The mediums best adapted differ with the nature of the work the parts are to perform. An oil that is suitable for one portion of the automobile mechanism may prove actually injurious to other parts.

By adding about one teaspoonful of ground flake graphite to every gallon of cylinder oil, it is possible to carry to all surfaces a material that is finer than the most minute pores of the metal and which will gradually cover the metal with a film which heat cannot easily destroy. The benefits derived from the use of graphite in all are accumulative, for with continued use all the bearings, cylinder walls and piston rings are protected by a lubricant which impregnates the metal. All graphite is not lubricating graphite, however, nor is all lubricating graphite suitable for use in cylinder oil. Care must be exercised and only finely ground flake graphite of the best quality should be used.

Cylinder oil should be derived from a crude petroleum base, because oils of this nature are inorganic and are not liable to decompose by exposure to the air or by heat as are the organic lubricants derived from animal fats or vegetable sources.

Shearholds to Montreal. The Montreal club has purchased Fred Shearholds from the Utica New York State league club.

Reo Sales Officer Finds Big Demand for Motor Trucks

Whether the frantic demands of European nations for American motor trucks, when they were confronted with the necessity for rapid transportation of goods had anything to do with arousing American business men to the advantages of the modern method of transportation, I cannot say, but it is an interesting fact that coincident with the European demand the motor truck has come into its own here at home," says R. C. Rueschaw, sales head of the dual monarchy, Reo Motor Car company and Reo Motor Truck company.

Mr. Rueschaw has just returned from an extended trip which embraced the Pacific coast states, and he states that the thing that impressed him most was the tremendous demand that existed everywhere for motor trucks.

"We have all looked forward to a time when big business and little business would awaken to the tremendous superiority of the motor delivery vehicle. We all realized that when it did come it would come with a rush—and one has only to travel across the country to realize that that has happened.

"It is not exactly a happy coincidence that the nation-wide demand occurred simultaneously with the needs of the belligerent European nations. It has caused an almost unparalleled condition of extreme demand—a demand out of all proportion to supply.

"More noticeable than even the public demand is the attitude of the automobile dealer toward motor trucks nowadays. Formerly they looked at them as a nuisance and when a dealer did deign to take on a line he ordered a demonstrator and set it back in a corner of the show room. There it was to be had by anyone who came in and forcibly took it away from him."

Generally speaking, in winter, a lighter oil should be used in the motor and transmission than in summer; however, it is not a good plan to do too much experimenting after you have found a satisfactory oil.

During freezing weather fill the water circulation with one of the following anti-freezing solutions:

Water, 70 per cent.
For temperature not lower than fifteen degrees below zero:
Alcohol, 17 per cent.
Glycerine, 17 per cent.
Water, 66 per cent.
Alcohol should be added occasionally to make up for evaporation. The glycerine does not evaporate with the water.

The Mechanician

This column is to be a regular feature of the Auto Page and will be devoted to the proper care of automobiles. Contributions will be welcomed.

Before starting the motor in cold weather see that the mixture being drawn from the carburetor is rich, as a cold motor and cold air combined make it impossible to obtain an easily ignitable mixture by ordinary procedure. If these precautions are taken there will be no trouble in starting the motor in cold weather.

Do not flood or prime the carburetor. Do not start with throttle wide open. See that all ignition connections are tight.

Pouring hot water over intake pipe often proves a simple and effective way to start a motor in cold weather.

In cold weather moisture frequently condenses on the inside of the gasoline tank and will give trouble if allowed to freeze in the gasoline pipe or carburetor.

To prevent this trouble drain gasoline system at intervals during cold weather. At frequent intervals drain the oil from the crank case in order to be sure no water is present. If this is not done the oil pump screen will become frozen thus preventing oil circulation and causing serious damage to working parts of motor.

During freezing weather fill the water circulation with one of the following anti-freezing solutions:

Water, 70 per cent.
For temperature not lower than five degrees below zero:
Alcohol, 15 per cent.
Glycerine, 15 per cent.

Water, 70 per cent.
For temperature not lower than fifteen degrees below zero:
Alcohol, 17 per cent.
Glycerine, 17 per cent.
Water, 66 per cent.
Alcohol should be added occasionally to make up for evaporation. The glycerine does not evaporate with the water.

present. At this year's meeting on September 28, 29 and 30, there will be more than 80 representatives.

See Want Ads Produce Results.



AN AUTO OUT OF REPAIR is money uselessly tied up. A car to pay for itself in pleasure or business should be always available. If your auto lies idle send it here and have us put it in order. We'll do the work thoroughly, promptly and reasonably.

C. & S. MACHINE & AUTO CO.

COOK & SHARP, Props. Welding Machine Work and Auto Repairing a Specialty. Phone 655. 42-47 N. Main St. Council Bluffs, Ia.

Local Force Goes To Tire Convention

Branch Manager F. C. Rudisell, accompanied by Salesmen F. E. Amers, A. Rylander, C. H. Harris, R. Honan, J. W. Martin, S. M. Drake, Jr., and A. L. Snider, will leave here Monday for the annual sales convention of the Firestone Tire & Rubber company, to be held at Akron, O., September 28, 29 and 30.

Salesmen of the Firestone Tire and Rubber company hold a big convention once each year at the home office in Akron, O. A few years ago at the first annual meeting about thirty men were



Don't THROW AWAY Your Old Tires

Have Them "HALF-SOLED"

If you have any old worn-out tires, a road-worn or a rim-out tire, we can make them into one that will run as far as a new tire at from \$2.75 to \$3.50. If you have only one (either rim-out or road-worn), send it; we have a large stock of tires and can, at a nominal cost furnish the one you lack. Send in your old tires and we will "Double Tread" them for you.

Champion Double Tread Tire Co. 1716-18 Grand Ave. Kansas City, Mo. COUNTRY AGENTS WANTED.

New Series of Saxon Cars is Announced

Many refinements that mean a good many dollars in added value are found in the new series Saxon six-cylinder and four-cylinder models, just announced by the Saxon Motor company of Detroit. The prices of the cars are not changed, remaining \$785 for the "six" touring car and \$365 for the "four" roadster. In addition, a "six" roadster is offered at \$785, coach touring car with extra detachable limousine top at \$825, and a "four" roadster with extra detachable coupe top at \$465.

Among the new features of new series Saxon "six" are: Two-unit starting and lighting system; Timken axles and Timken bearings throughout the chassis; silent helical bevel gears; roomier rear seat; linoleum covered running boards and floor boards; improved body finish; body raised by addition of molding around top of body.

The tonneau seat has been widened, and is now forty-six inches wide. The front seat back has been changed slightly to make it more comfortable. The seat has a more pronounced tilt than previously. Upholstery is flush at the sides and seat arms and is not tufted. However, it is tufted at the seat backs.

Shearholds to Montreal. The Montreal club has purchased Fred Shearholds from the Utica New York State league club.

How Far has Your Car run on HYATT QUIET BEARINGS?

\$1000.00 IN GOLD

FOR HYATT SERVICE RECORDS

HYATT Quiet Bearings were installed in the first automobiles made in America. They were in the first Olds, the first Ford, the first King, the first Haynes, and many others.

The automobile that is being preserved in the Smithsonian Institution at Washington, as the official example of the very first successful motor car, is equipped with Hyatt Bearings.

From the time of the first car until the present, Hyatt Bearings have been recognized as an essential part of all types of automobiles. Today they are working quietly and unobtrusively in the vast majority of all cars manufactured in America.

Take your car, with its Hyatt Bearings for example. You probably have driven it many thousands of miles, day and night, under every imaginable condition of road and weather. Yet, for all you know, there are no bearings in it anywhere. You never have seen them or heard them and they never have given any trouble.

In the laboratories of our great factory at Newark, New Jersey, the largest exclusive roller bearing plant in the world, we have run Hyatt Bearings thousands of miles under every conceivable test. Through these tests, they never have failed to give consistent, care-free service.

To supplement this engineering data, we wish to know how many miles your automobile has traveled in actual service upon its Hyatt Bearings.

We are ready to pay for this information. We have set aside one thousand dollars to be distributed in awards to owners of cars showing the greatest mileage on Hyatt Bearings.

Awards for Greatest Hyatt Mileage Records

First	\$500.00
Second	200.00
Third	100.00
Fourth	50.00
Fifth	30.00
Sixth	20.00
Next Ten (\$10 each)	100.00
Total	\$1000.00

To enter your car in this contest, it is necessary to use an official entry form which may be secured from the Hyatt Roller Bearing Co. With this form we will send a folder giving complete information about the contest.

This contest will close November 1, 1915, and all entry blanks must bear postmark not later than that date.

Automobile men well known throughout the industry, and having no connection whatever with the Hyatt Roller Bearing Co., will act as judges of this contest. Their names will be announced later. No one associated in any way with the Hyatt Roller Bearing Co. is eligible in the competition.

The car you are driving may have traveled more miles on its Hyatt Bearings than any other automobile. Its record at least may bring you one of the liberal cash awards.

Write today for the official form and enter this contest.

Address—Hyatt Roller Bearing Company
Dept. E Woodward Ave., Detroit, Mich.



RE Olds 1894 Car



Henry Ford in the Original Ford



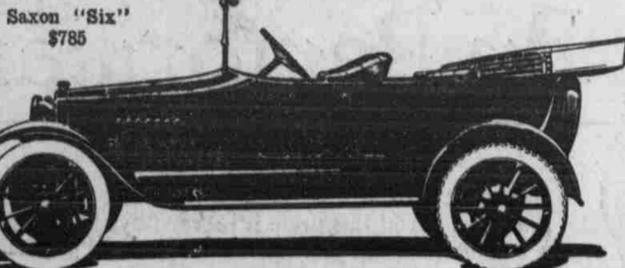
Charles B. King in his Power Buggy 1894



Elwood Haynes First Car 1893

HYATT QUIET ROLLER BEARINGS

New Series Saxon Cars



Saxon "Six" \$785

New Features of Saxon "Six"

- Two unit electric starting and lighting
- Timken axles—Timken bearing throughout the chassis
- Silent helical bevel gears
- Linoleum covered running boards and floor boards
- Roomier rear seat
- Improved body finish
- Garnish strip around top of body
- and 17 other detail improvements

These are the added features that place the New Series Saxon "Six" even farther ahead as the biggest touring car value ever produced.

The New Series Saxon "Six" embodies the four big new ideas of motor car design: high speed motor, of wonderful power and flexibility; light weight, due to modern design and finest materials; yacht line body, the latest automobile fashion; increased comfort for all five passengers.

The two unit electric starting and lighting system is reliable, efficient and wonderfully quiet. The Timken axles with full Timken bearing equipment, front and rear, are of the same specifications as those used in highest priced cars. No automobile at any price has better axles than the New Series Saxons. Helical bevel gears are noiseless and frictionless.

The body improvements all help to make the "Six" even more satisfying to the critical buyer. The garnish strip around the top of the body and the linoleum covered running boards are dressy and trim. The improved finish assures long lasting lustre. The widened rear seat makes the "Six" roomier and more comfortable than any car in its price class.

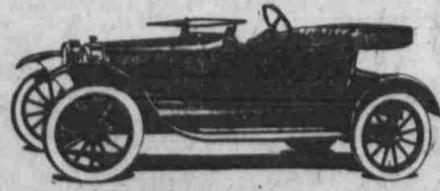
Other features of the New Series Saxon "Six" include: six-cylinder high speed motor, 30-35 h. p.; sliding gear transmission; demountable fenders; vanadium cantilever springs; 22-in. wheels; 22x3 1/4-in. tires, non-skid in rear; one-man top. Why not take your demonstration today?

"Four" Roadster \$395
With detachable Coupe top 455

Delivery Car \$395
"Six" Roadster 785

Saxon Roadster \$365

"Six" Touring Car \$785
With detachable Limousine top 935



Saxon Roadster \$365

Noyes-Kiley Motor Co., Distributors.
2066 Farnam Street We Have an Attractive Dealer Proposition. Phone Douglas 3646